Owner's Manual Supplement

2455 Sunbridge

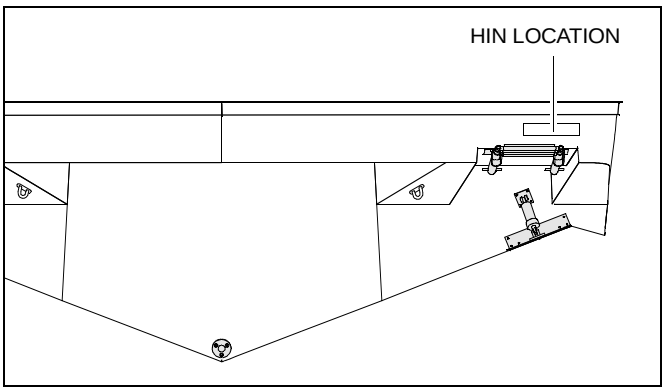
Ciera

Engine Serial Number:_____

Hull Identification Number:_____

Hull Identification Number

The Hull Identification Number (HIN) is located on the starboard side of the transom. Be sure to record the HIN (and the engine serial numbers) in the space provided above. Please refer to the HIN for any correspondence or orders.



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Chapter 1: Welcome Aboard!

This owner's manual supplement provides specific information about your boat that is not covered in the owner's manual. Please study the owner's manual and this supplement carefully, paying particular attention to the **Limited Warranty** in this supplement. Keep the owner's manual and supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the boat.

We strongly recommend that you take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

⚠ WARNING!

CONTROL HAZARD! **A qualified operator must be in control of the boat at all times. DO NOT operate your boat while under the influence of alcohol or drugs.**

Engine/Accessories Guidelines

Your boat's engine and accessories were selected to provide optimum performance and service. Installing a different engine or other accessories may cause unwanted handling characteristics. Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

Please be advised that certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. We strongly urge you to read and understand these manuals before operating the engine and accessories.

Qualified Maintenance

Failure to maintain your boat's systems as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in the owner's manual this owner's manual supplement, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

⚠ WARNING!

To maintain the integrity and safety of your boat, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, we recommend the application of an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

Safety Standards

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this owner's manual supplement, please read the owner's manual and all accessory instruction sheets for important safety standards and hazard information.

⚠ DANGER!

***PERSONAL SAFETY HAZARD! Do not* allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.**

Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **We urge you to read these warnings carefully and follow all safety recommendations.**

⚠ DANGER!

This box alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.

⚠ WARNING!

This box alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

⚠ CAUTION!

This box alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

EXPLOSION HAZARD!

OPEN FLAME HAZARD!

HOT HAZARD!

ELECTRICAL HAZARD!

PERSONAL INJURY & FALLING HAZARD!

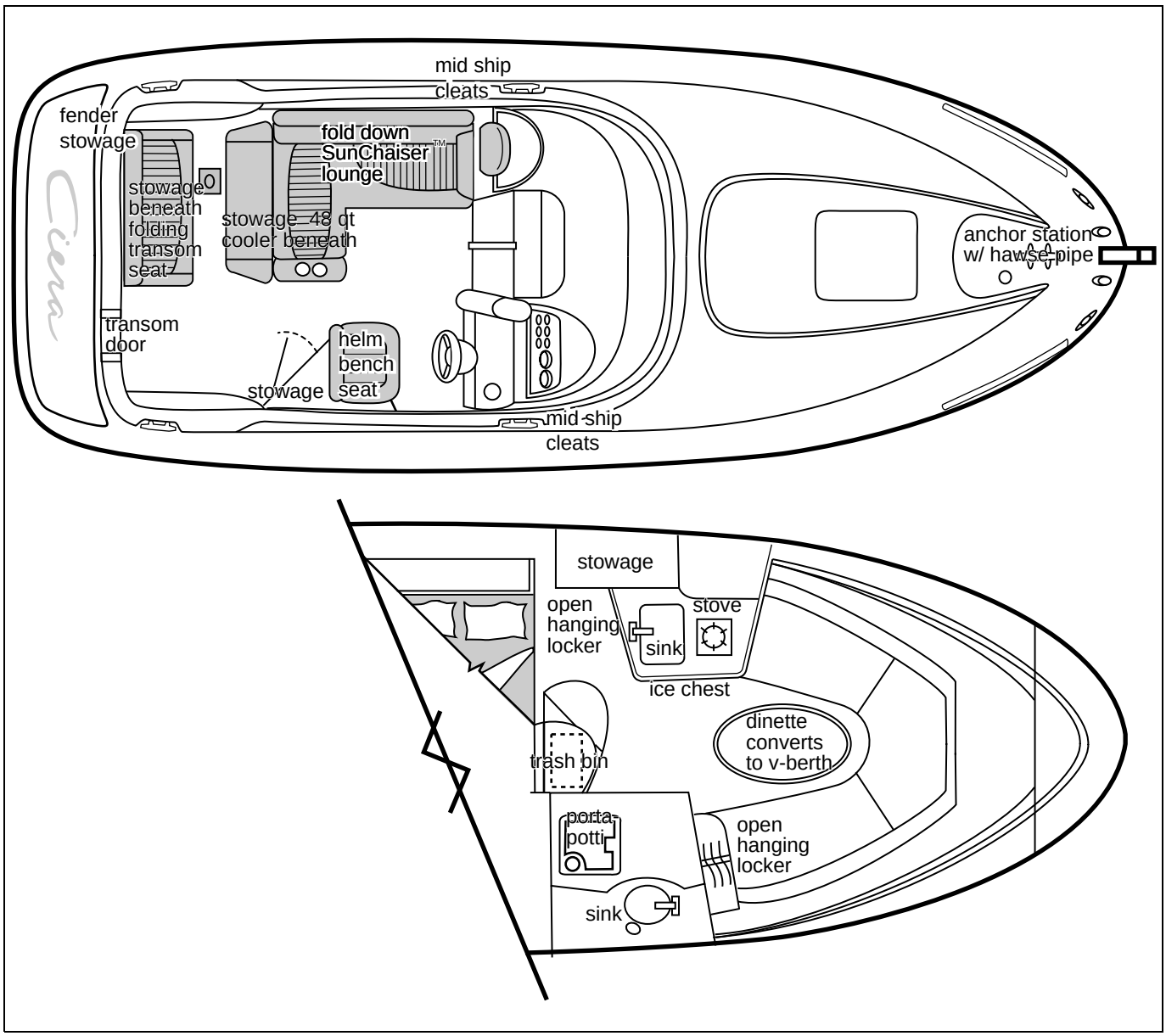
ROTATING PROPELLER HAZARD!

Chapter 2: Features & Systems

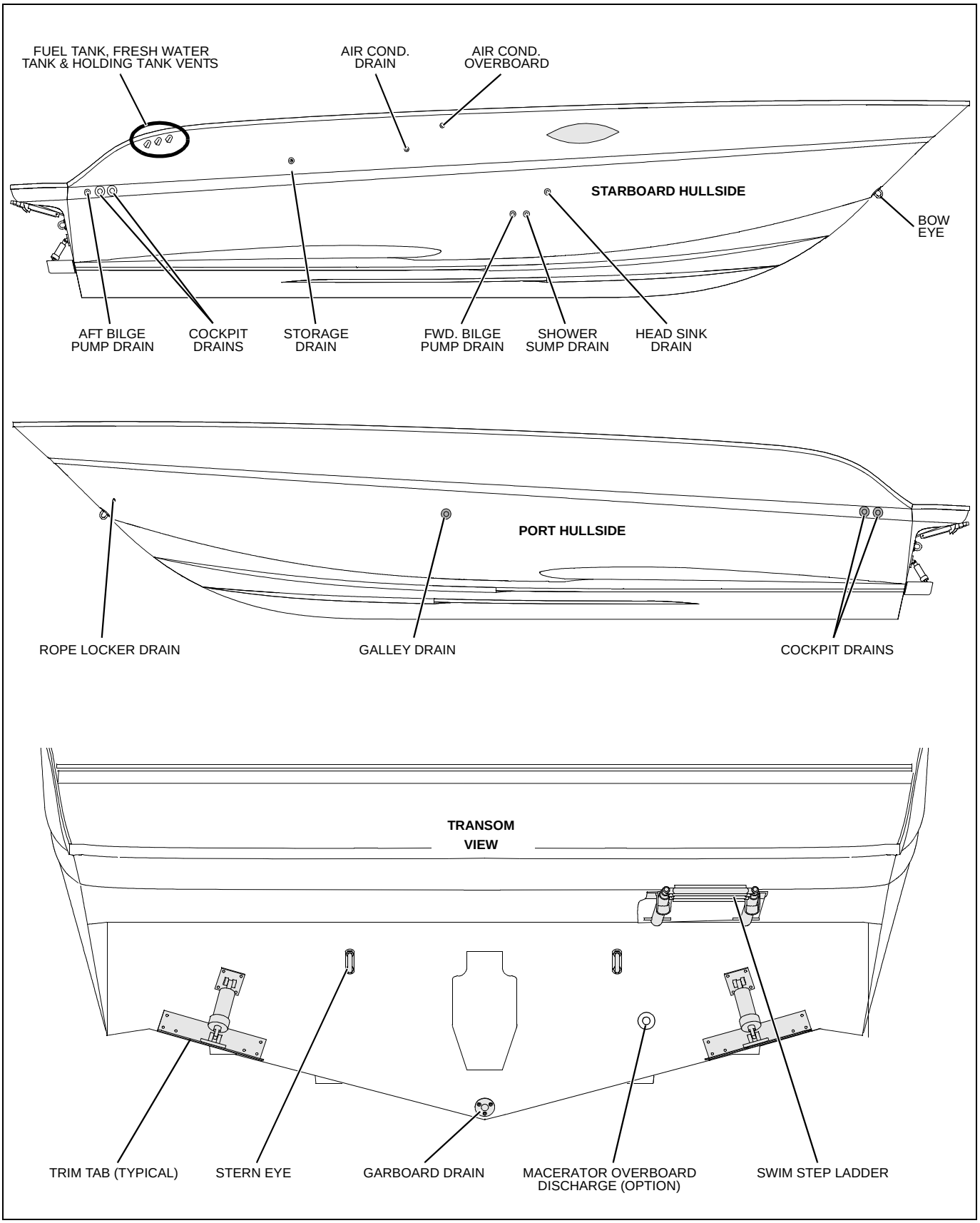
Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Fuel Capacity (gal)	Freshwater Capacity (gal)	Waste holding Tank Capacity (gal)
24’0”	6’ 9”	8’ 5”	1’5”	65	20	20 (LX models only)

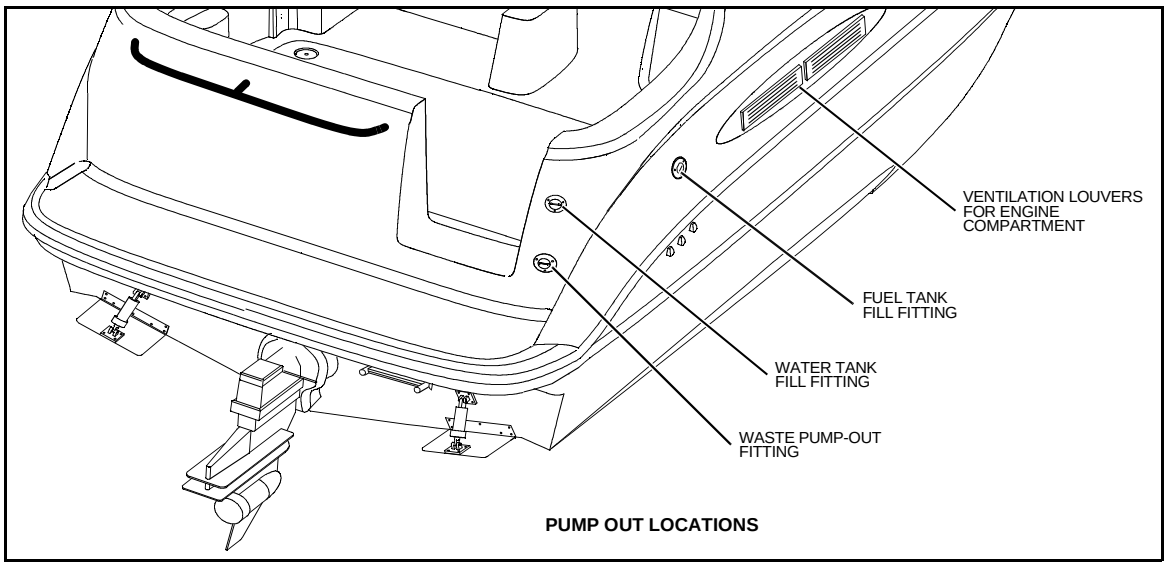
Layout View



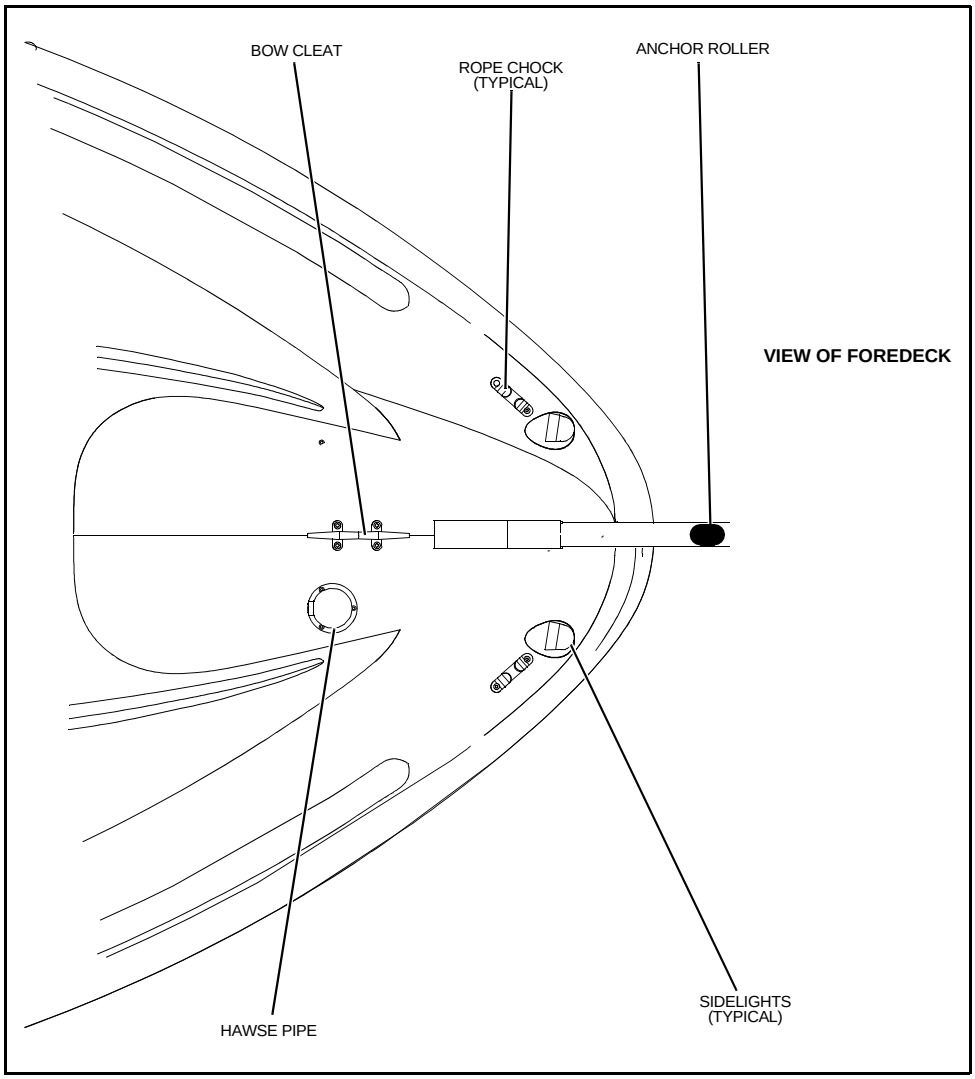
Hull Exterior Hardware & Drains



Deck Hardware

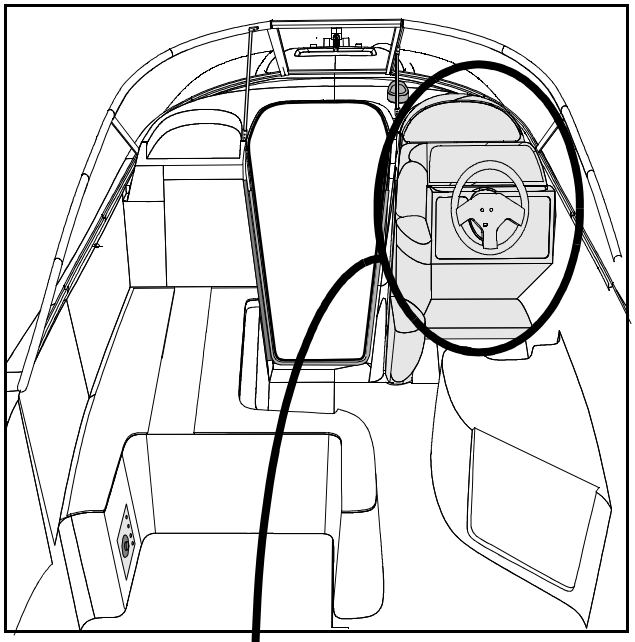


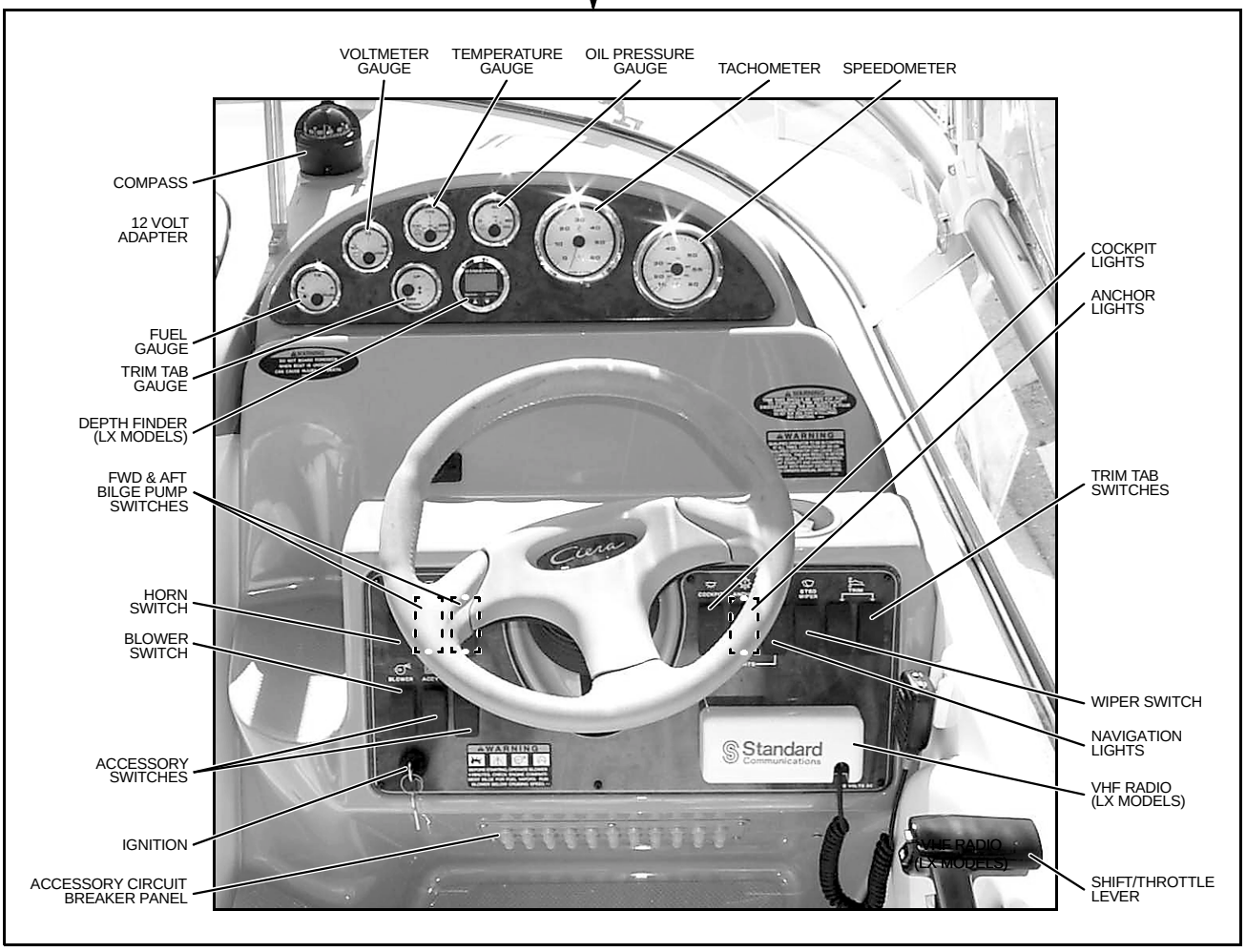
PUMP OUT LOCATIONS



VIEW OF FOREDECK

Cockpit Layout





Windshield Wiper

- The windshield wiper control switch is located at the helm.
- Periodically, the wiper blade will need to be replaced using 18" blade refills.
- To improve visibility; keep your windshield clean and regularly apply a good quality anti-rain solution to the exterior panes and an anti-fog solution to the interior panes.

Electrical System

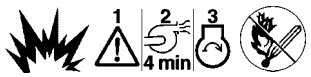
We strongly recommend that you read and understand this section and the electrical section of the owner's manual. Electrical routing drawings are provided in Chapter 3 of this supplement; wiring schematics in Chapter 4.

⚠ DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- **To minimize the risks of fire and explosion, NEVER install knife switches or other arcing devices in the fuel compartments.**
- **NEVER substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.**
- **DO NOT modify the electrical systems or relevant drawings.**
- **Only qualified personnel should install batteries and/or perform electrical system maintenance.**
- **Insure that all battery switches are turned OFF before performing any work in the engine spaces.**

⚠ WARNING!



FIRE, OPEN FLAME & EXPLOSION HAZARD!

- **Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidently ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. ALWAYS operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.**
- **Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.**

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD! **NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.**

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12 Volt DC System

Fuses and Circuit Breakers

The engine is protected by a large circuit breaker located on the engine. The accessories are protected by circuit breakers on the battery switch panel and by the accessory circuit breakers located below the steering wheel. Wires are color-coded to indicate which accessory each fuse services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Autofloat switches are fused at the battery.

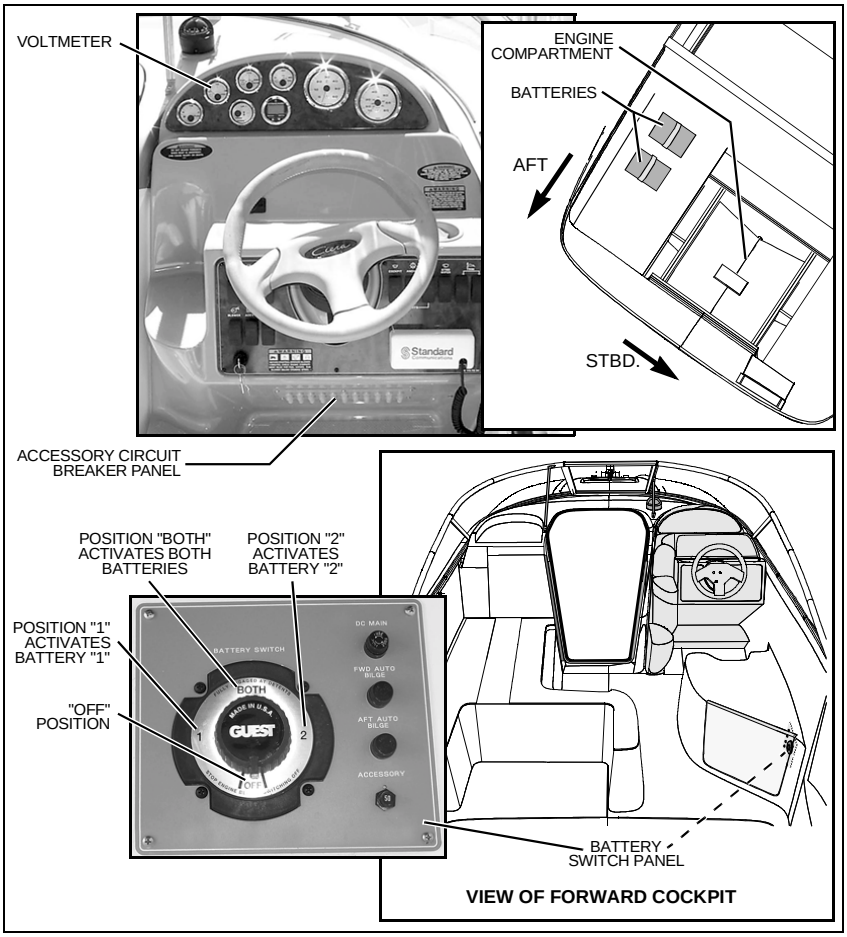
Batteries

The batteries supply electricity for lights, accessories and engine starting.

The Electrical section of Chapter 7, in the Owner's Manual, provides battery, care and maintenance instructions.

Battery Switch

The battery switch (located in the cockpit under the port lounge seat) has four (4) positions (see lower photograph on right);

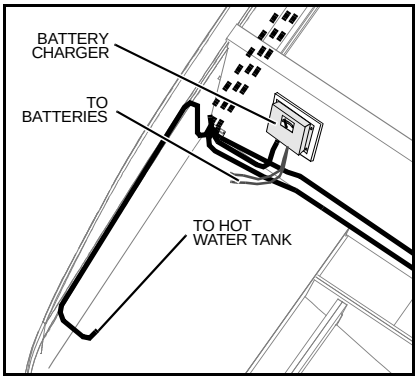


- Position "1" - Provides power, for engine starting and accessories, from battery "1". Battery "1" (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position "2" - Provides power, for engine starting and accessories, from battery "2". Battery "2" (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position "BOTH" - If batteries are low; provides power for engine starting from both batteries. The "BOTH" position also allows the charging of *both* batteries by the engine alternator when the engine is running at high idle or faster.
- The battery switch should be switched to the *"OFF"* position whenever the boat is left unoccupied for long periods of time.

Table 1: .Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
POSITION "1"	Battery "1" Provides Starting Power	Provides Power From Battery "1"	Charges Battery "1"	Charges "BOTH" Batteries
POSITION "2"	Battery "2" Provides Starting Power	Provides Power From Battery "2"	Charges Battery "2"	Charges "BOTH" Batteries
"BOTH" POSITION	Both Batteries Provide Starting Power	Both Batteries Provide Accessory Power (not advised unless engine is running)	Charges "BOTH" Batteries	Batteries will *NOT* Charge Properly

Battery Charger (LX models only)



Your boat may be equipped with a battery charger. We recommend that you thoroughly read and understand the battery charger manual before using the charger.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120 volt shore power.
- For proper charging; turn the battery switch to any position *except* "BOTH".
- The battery charger is located on the forward engine room bulkhead.
- The battery charger's circuit breaker is located on the AC panel and must be turned on for charging to occur.

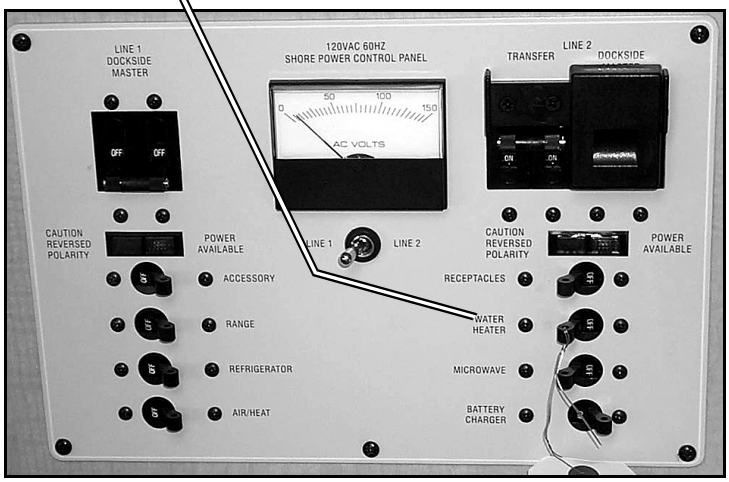
⚠ CAUTION!

The battery charging systems (alternators and battery charger) are designed to charge conventional lead-acid batteries. Before installing gel-cell (or other new technology) batteries, consult with the battery manufacturer about charging systems requirements.

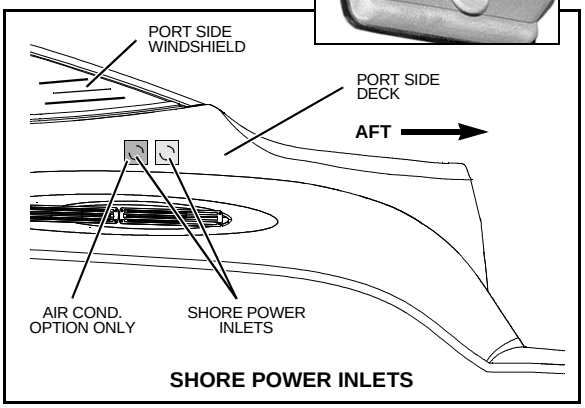
Shore Power/110 Volt AC System (LX models only)

⚠ CAUTION

WATER HEATER DAMAGE HAZARD! **DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.**



TYPICAL SHORE POWER RECEPTACLE



SHORE POWER INLETS

⚠ DANGER!

FIRE, EXPLOSION & SHOCK HAZARD!

- **DO NOT alter shore power connectors and use only compatible connectors.**
- **Before connecting or disconnecting the shore power cord to your boat, verify all breakers and switches on the AC master panel are turned OFF.**
- **To prevent shock or injury from an accidental dropping of the "hot" cord into the water, ALWAYS attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.**
- **NEVER leave a shore power cord connected to the dockside connection only.**
- **Only use shore power cords approved for marine use. NEVER use ordinary indoor or outdoor extension cords that are not rated for marine use.**

⚠ CAUTION!

FIRE, SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER connect dockside power to your boat outside North America unless you have purchased the international electrical conversion option.**
- **The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.**
- **Use double insulated or three-wire protected electrical appliances whenever possible.**
- **Periodically check the shore power cord(s) for deterioration or damage. Damaged or faulty cords should NEVER be used since the danger of fire and electrical shock exists.**
- **DO NOT pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.**
- **If a shore power cord should accidently become immersed in water, THOROUGHLY dry the blades and contact slots before reusing.**

NOTICE

Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

Connecting to Shore Power

1. Monitor the AC panel's polarity indicator lights (next to the line 1 and line 2 master breakers) as follows:
   - A *GREEN* light illuminating after the power cord is plugged into the boats external power receptacle indicates acceptable electrical power in which you may energize the main breaker switches.
   - A *RED* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, DO NOT energize the main breaker switches (see warning below).
2. Activate the AC system by turning the main ship/shore breaker to the "DOCKSIDE" position.
3. Turn ON the master breakers and individual component breakers as required.

⚠ WARNING!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **Monitor the polarity indicator lights EVERY TIME you connect to shore power.**
- **When connecting to shore power and you encounter a reversed polarity light (RED colored), DO NOT energize the main breaker switches. Instead, IMMEDIATELY disconnect the shore power cord (ALWAYS from the dockside receptacle first) and notify marina management.**

NOTICE

The voltage on each line can be read by setting the voltmeter selector switch.

Audio Equipment

The audio equipment installed on your boat has separate manuals (included in your boat's owner's packet) that explains its operating procedures in detail.

NOTICE

AM radio reception may be impaired in areas where reception is limited or anytime the engine is running.

Navigation & Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your boat. We *strongly* recommend that you thoroughly read and understand these manuals before using these systems. Additionally, read the warnings below carefully and follow all safety recommendations.

VHF Radio (LX models only)

Your boat may include an optional VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Compass (LX models only)

NOTICE

Compass accuracy can be affected by many factors. We strongly recommend having a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.

Depth Finder (LX models only)

⚠ WARNING!

- **DO NOT use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.**
- **When the boat is moving, submerged objects will not be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.**

Lighting

Navigation and Interior Lights

We strongly recommend that you understand navigation light section of the owner's manual. The navigation and interior lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare bulbs for replacement*.
3. A wire may be damaged or may have come loose - *repair as required*.
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.

⚠ CAUTION!

- **Avoid the storage of gear where it would block navigation lights from view.**
- **Be conservative in the use of battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.**

Appliances

All appliances installed on your boat come with their own manuals that contain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals before operating your boat's appliances.

- Make sure the AC breaker is activated for the appliance you wish to turn on.

NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.

⚠ WARNING!

HOT & FIRE HAZARD!

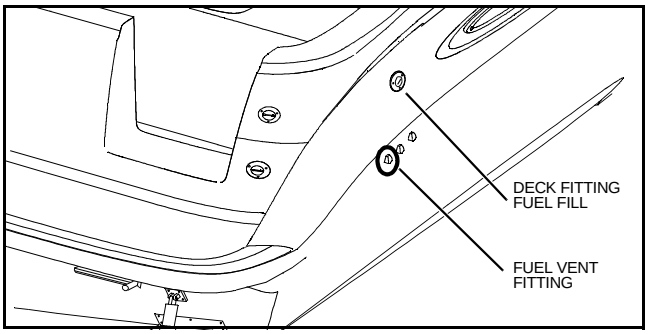
STOVE: **DO NOT touch stove burners, grates or areas near the stove units as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns. During use and afterwards, DO NOT touch or let clothing or other flammable material come in contact with heated units (or areas near the units) until they have had sufficient time to cool.**

Propulsion

Engine

The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals before operating or performing maintenance to the engine.

Fuel System

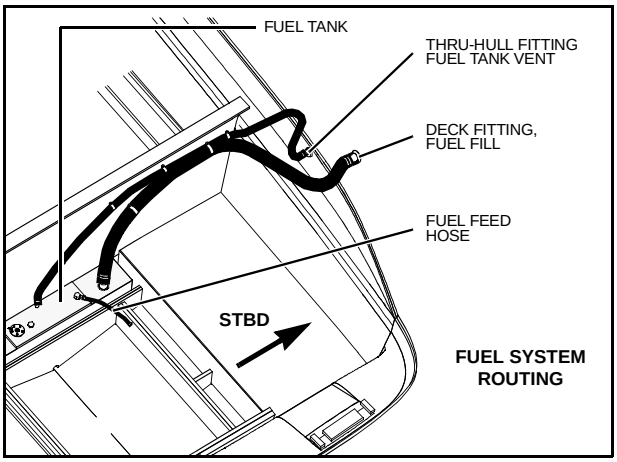


Fuel Fill and Vent

The fuel fill is located on the starboard aft deck. The fuel fill fitting is marked "GAS". The fuel tank vent is located in the hull below and in the same general area as the fill. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Fuel Filters

All tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside or on the outside of the tank) to the fuel line fitting. In addition, when supplied by the engine manufacturer, a filter is installed on the engine. Fuel filters should be replaced periodically to ensure they remain clean and free of debris. Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tank.



Anti-siphon Valve

Your boat is equipped with an anti-siphon valve, which is an integral part of the barb fitting on the fuel tank in which the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump vacuum. These valves will prevent fuel from siphoning from the tank in the event of a fuel line rupture.

NOTICE

If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. In the event the valve is stuck or clogged, it should be changed or replaced while the engine is shut down. Under NO circumstances should the anti-siphon valve be removed, except in an emergency.

⚠ WARNING

***FIRE/EXPLOSION HAZARD* - It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the Owner's Manual must be carefully followed.**

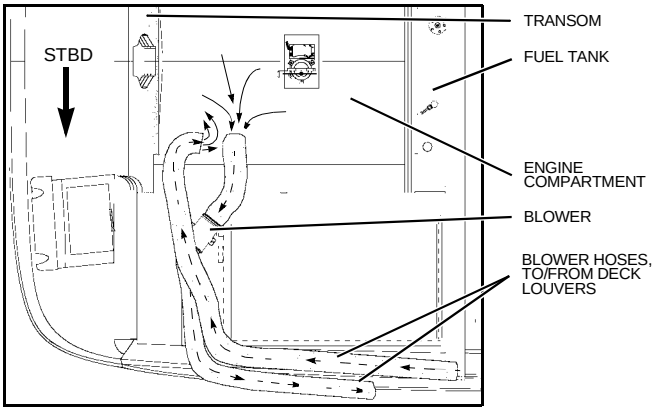
⚠ CAUTION

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

Bilge Blower

- The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents.
- To ensure fresh air circulation, operate the bilge blower for at least four minutes before starting the engine, during starting, and while operating the boat below cruising speed.

BILGE BLOWER SYSTEM



⚠ WARNING!

EXPLOSION HAZARD!

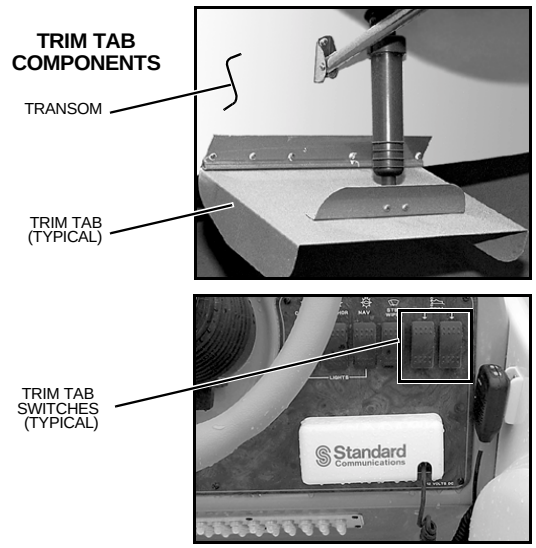
- **Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell fuel, DO NOT start the engine. If the engine is already running, IMMEDIATELY shut OFF the engine and all electrical accessories and investigate.**
- **DO NOT obstruct or modify the ventilation system.**

Trim Tabs

Trim tabs control the longitudinal and lateral trim of your boat at cruising speeds and are controlled by two rocker switches, located at the helm station. Before using the trim tab switches, we strongly urge you to read and understand the trim tab operation manual included in your boat's owner's packet and observe the following:

- Once the best bow cruising trim is reached, use the port or starboard trim switches, one at a time, to correct unequal lateral loading.
- Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.

TRIM TAB COMPONENTS



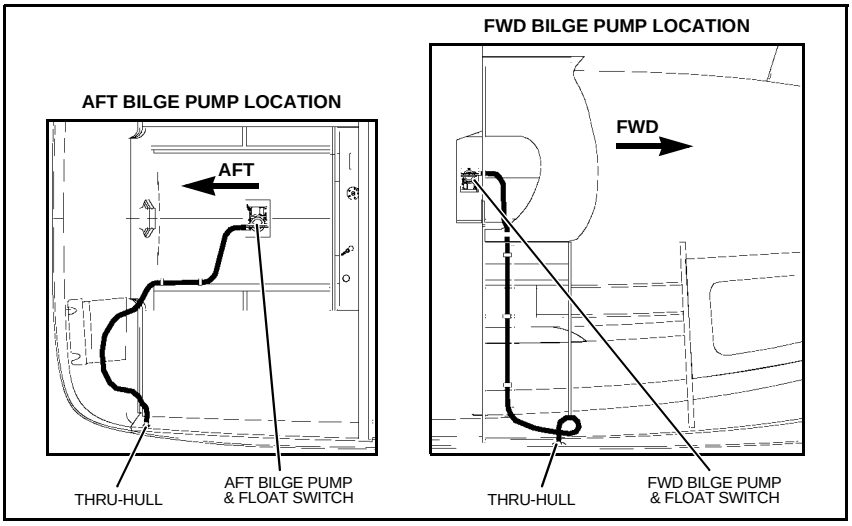
⚠ WARNING!

LOSS OF CONTROL HAZARD!

- **Improper use of trim tabs may cause loss of control! DO NOT use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics.**
- **NEVER allow anyone unfamiliar with trim tabs to operate them and DO NOT use trim tabs to compensate for excessive unequal weight distribution.**

Bilge Pumps

Your boat is equipped with two impeller-type bilge pumps. They are controlled by a switch on the dash panel, which should be activated whenever water begins to accumulate in the bilge. Some models will also have an automatic bilge pump switch ("autofloat switch"), mounted next to the bilge pump. This is a float-type switch that will activate a bilge pump automatically whenever the bilge water accumulates above a pre-set level. It is wired directly to the battery so it will normally function even when the boat is completely shut down and unattended, such as when the boat is moored at a marina.



NOTICE

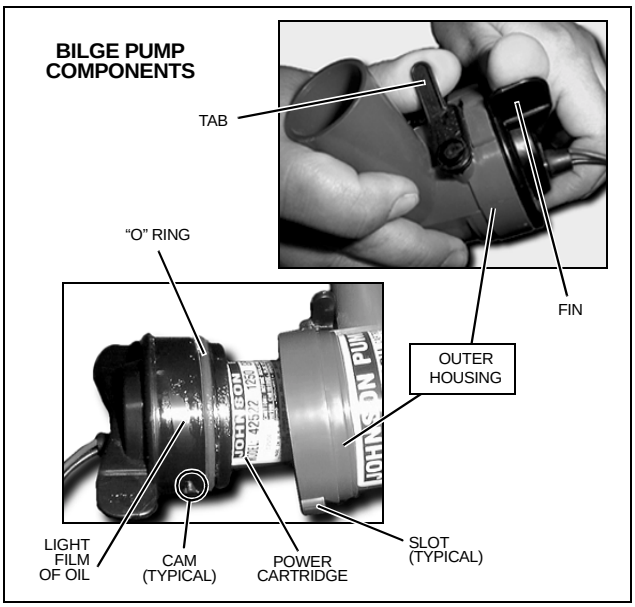
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Bilge Pump Testing

Bilge pumps should be tested often to verify that they are working properly. To manually test a bilge pump's operation, activate the dash-mounted switch and verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

Bilge Pump Cleaning:

1. Remove the power cartridge:
   a. Lift the tab while rotating the fins counterclockwise.
   b. Lift out the power cartridge.
   c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise.
   d. To ensure proper reinstallation of the power cartridge, attempt to twist the fins counterclockwise without lifting the tab: The cartridge should stay in place.



Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever water accumulates above a preset level in the bilge. One autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended.

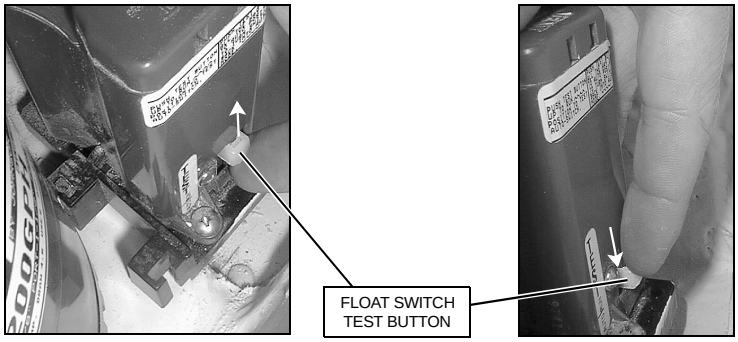
Autofloat switches should be tested often for proper operation as follows:

Float Switch Test:

1. Push the float switch test button *up* to activate the bilge pump.

   If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
2. Push the test button all the way *down* to return the float switch back into the auto mode.

FLOAT SWITCH TESTING



FLOAT UP - TEST MODE
*BILGE PUMP SHOULD TURN **ON***

FLOAT DOWN - AUTO MODE
*BILGE PUMP SHOULD TURN **OFF***

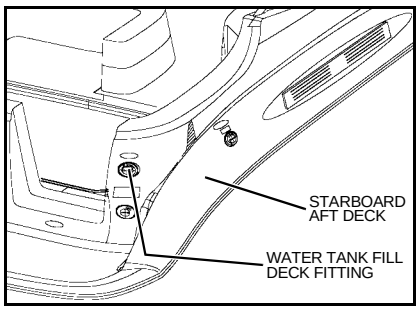
⚠ CAUTION!

When test is completed on a float switch, you must push the test button all the way *down* to the auto position to turn the switch back into auto mode!

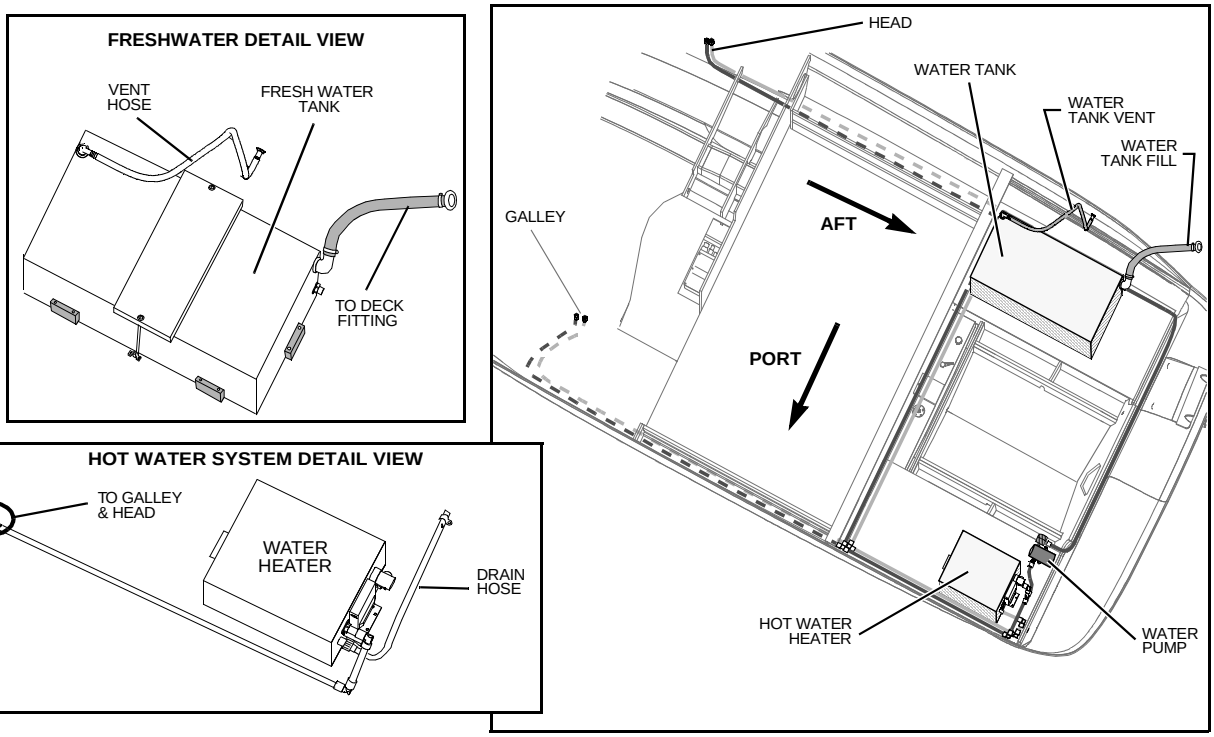
Freshwater System *(LX models only)*

Your boat may be equipped with a pressure-demand (potable) freshwater system. These pressure type(demand) systems operate when the water pump switch (located below the galley sink, see photo on right) is in the ON position.

- The water pump's DC breaker must be turned ON to use freshwater.
- The water pump's DC breaker should be turned OFF when any of the following occurs:
  - 3 When the boat is not in use.
  - 3Whenever the water tank is empty.
- The water tank fill fitting is located on the transom, outboard of the entry gate (see illustration on right).
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your boat's system.
- The water filter, located in the bilge on the water pump, should be inspected and cleaned often.
- The water tank is located on the starboard side of the bilge.

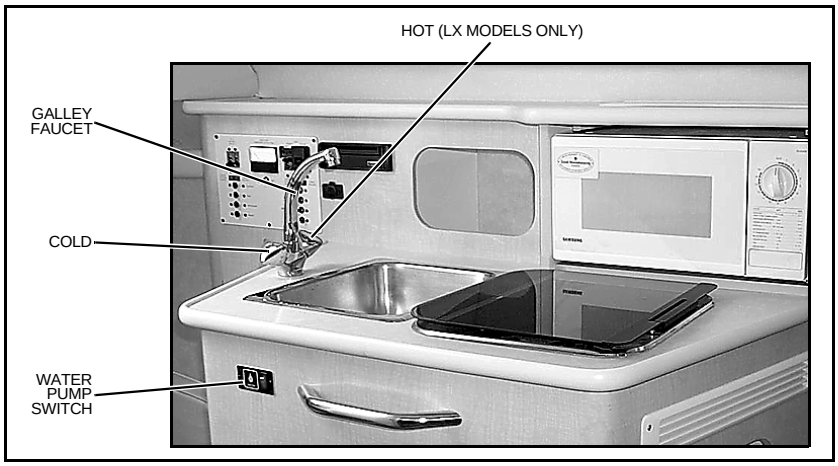


WATER FILL LOCATION



Water Heater (LX Models Only)

- Your boat may be equipped with a water heater. The water heater is located on the aft port side of the bilge.
- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned ON before water will be heated. (SEE CAUTION BELOW)
- Read the manufacturer's instruction manual in your boat's owner's packet and observe the following warnings:



⚠ WARNING!

HOT HAZARD! **Water heated by the water heater can reach temperatures high enough to scald the skin.**

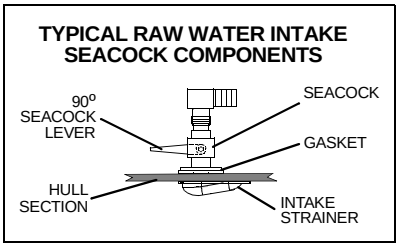
⚠ CAUTION!

WATER HEATER DAMAGE HAZARDS!

- **DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.**
- **The water heater should be drained and the power turned OFF when the possibility of freezing exists.**

Raw Water System

Seacocks



Seacocks are valves which are typically used to manage the intake of raw water through the hull below the water line (raw water intake seacocks). Seacocks may also be used to discharge waste or water through the hull below the water line (discharge seacocks).

Seacocks are controlled by a 90º lever and are used on your boat in the following raw water intake/discharge systems: Engine, (optional) air conditioning system and (optional) marine head (toilet) system.

⚠ CAUTION!

SYSTEM DAMAGE HAZARD! **Verify that the system's seacock is OPEN before the system is started and keep the seacock open until the system is shut off. Close seacocks whenever the systems will not be used for long periods of time**

Raw Water Strainers

Raw water strainers are used in water pickup systems to filter incoming raw water. The typical layout is one strainer for each of the following: Engine, and optional air conditioning system.

Raw water strainers are located near raw water intake valves (seacocks) and should be checked every time you use your boat for leaks and/or debris. If debris is found, clean the raw strainer as follows:

1. Make sure the component/system (engine, air conditioning system, etc.) that the strainer is connected to is turned OFF.
2. Close the seacock that sends raw water to the strainer you are about to clean. The seacock must remain closed until the strainer is completely reassembled.
3. Take apart the raw water strainer.
4. Remove debris.
5. Flush strainer with water.
6. Reassemble the raw water strainer.
7. Open the seacock and check for leaks around the strainer. If no leaks are found, you may activate the component or system.

⚠ CAUTION!

- ***FLOODING HAZARD!*** **The seacock that sends raw water to the strainer must be CLOSED before disassembling the raw water strainer to prevent the boat from taking on water through the raw water strainer assembly. Keep the seacock CLOSED until the raw water strainer is completely reassembled.**
- ***SYSTEM DAMAGE HAZARD!*** **After reassembling the raw water strainer, verify that the seacock valve is OPEN before energizing the component/system.**

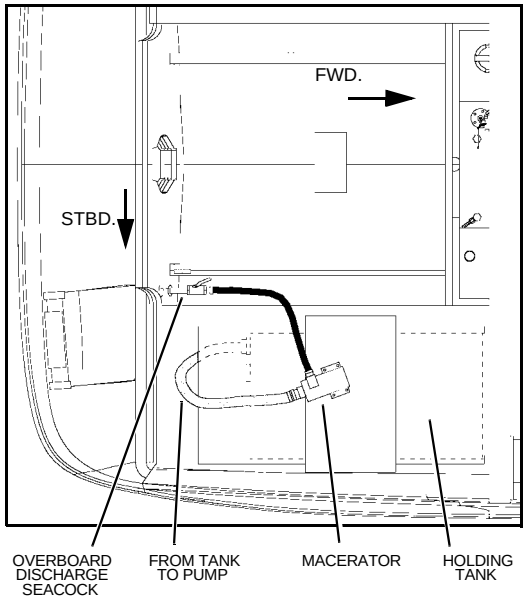
Marine Head with Holding Tank (LX Models Only)

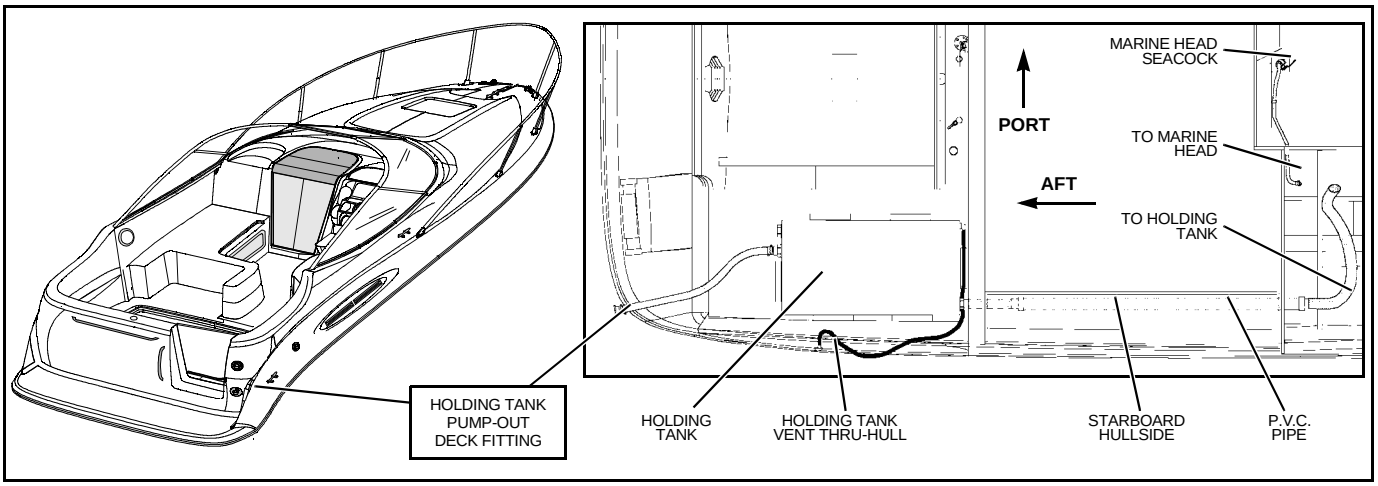
Your boat may come equipped with a marine head and holding tank. Be sure to follow the manufacturer's operating instructions included in the boat's owner's packet.

Seawater is used to flush waste from the toilet into the holding tank. The holding tank is plumbed to a waste fitting on the deck for use at a dockside pump-out station, or to a macerator pump (optional) so that waste may be pumped overboard (where regulations permit). The switch for the macerator is usually located at the helm station.

If at any time you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut the inlet seacock and dismantle the pump. The pump is generally held together with six screws. The design is simple and the problem will be obvious when the pump body is split open. To winterize the toilet, shut off the intake valve and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all water. Do not fill the bowl with antifreeze. The inlet seacock should be left closed while the boat is underway, or whenever the boat is left moored in the water.

MACERATOR SYSTEM (OPTION)

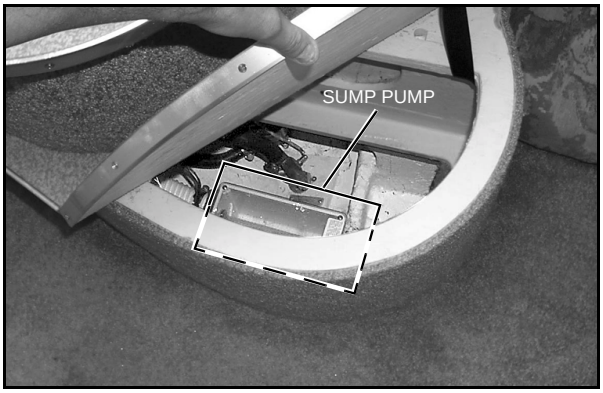




Gray Water Drain System

- Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is drained into a small holding tank that contains the sump pump and float switch.
- The shower sump pump and holding tank are located under the entry step. When the holding tank reaches a predetermined level, the tank's float switch automatically activates the sump pump to empty the tank's gray water overboard. After the tanks are drained, the sump pumps are designed to automatically shut off.
- The sump pump should be periodically cleaned of debris and the float switch tested for proper operation according to the instructions outlined in the bilge pump and float switch sections of this supplement.

SUMP PUMP LOCATION



Air Conditioning System (Option)

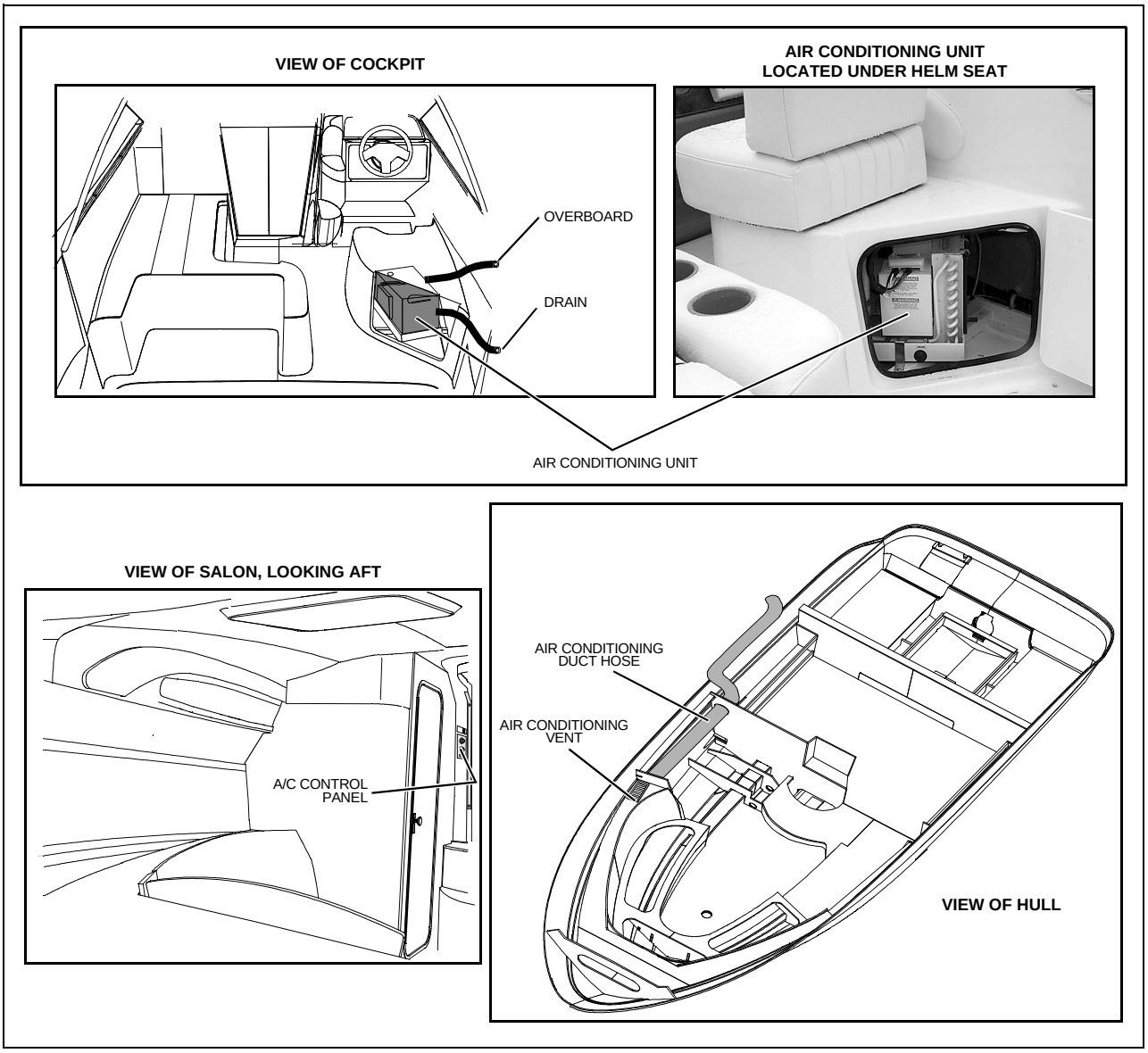
(Option available on LX Models Only)

Your boat may be equipped with an optional air conditioning system. Please refer to the air conditioner manual for detailed operating instructions.

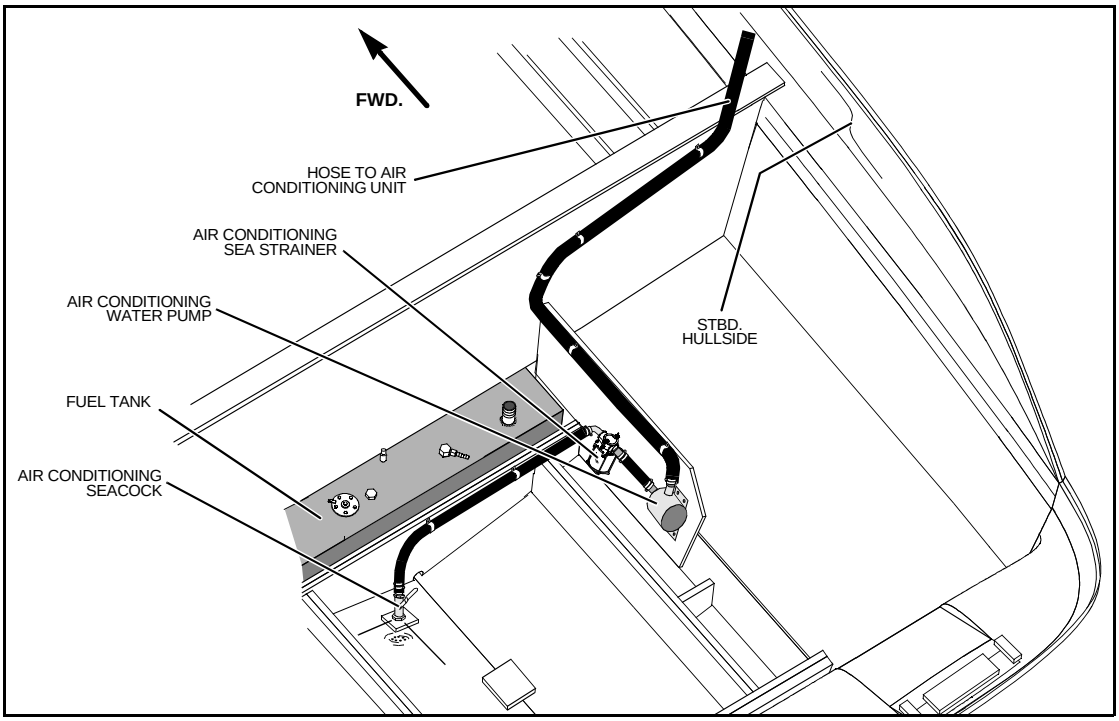
- Before operating the air conditioning system, make sure the breakers on the AC main distribution panel are activated and verify the system's raw water pickup seacock is OPEN. The seacock must remain OPEN anytime the air conditioner is in use.
- The raw water pickup strainer should be checked periodically for debris according to the directions given in the *Raw Water Strainer* section of this supplement.

⚠ CAUTION!

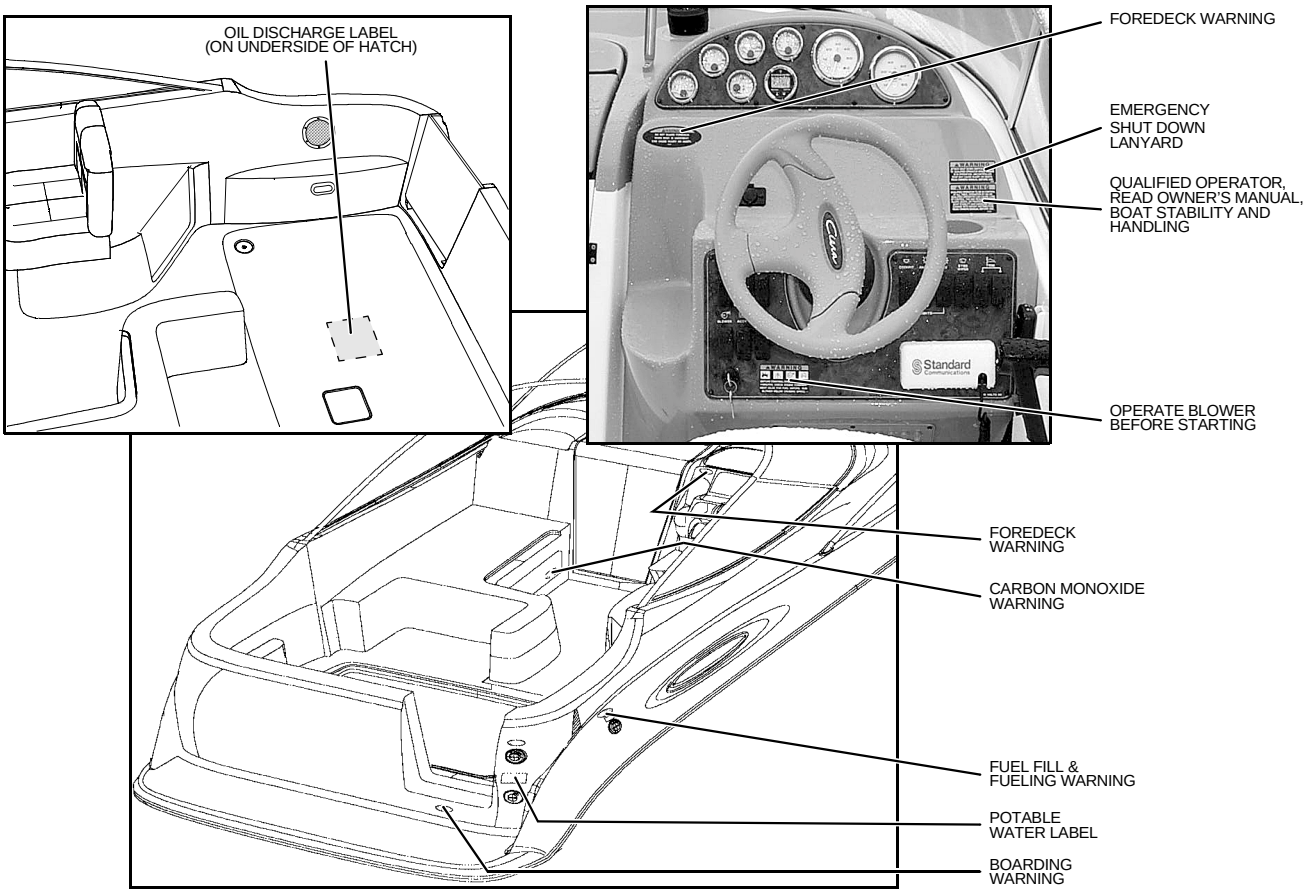
SYSTEM DAMAGE HAZARD! **The air conditioning system's seacock must be OPENED before turning on an air conditioning unit and must remain open during operation.**



Air Conditioning Water Pickup Routing

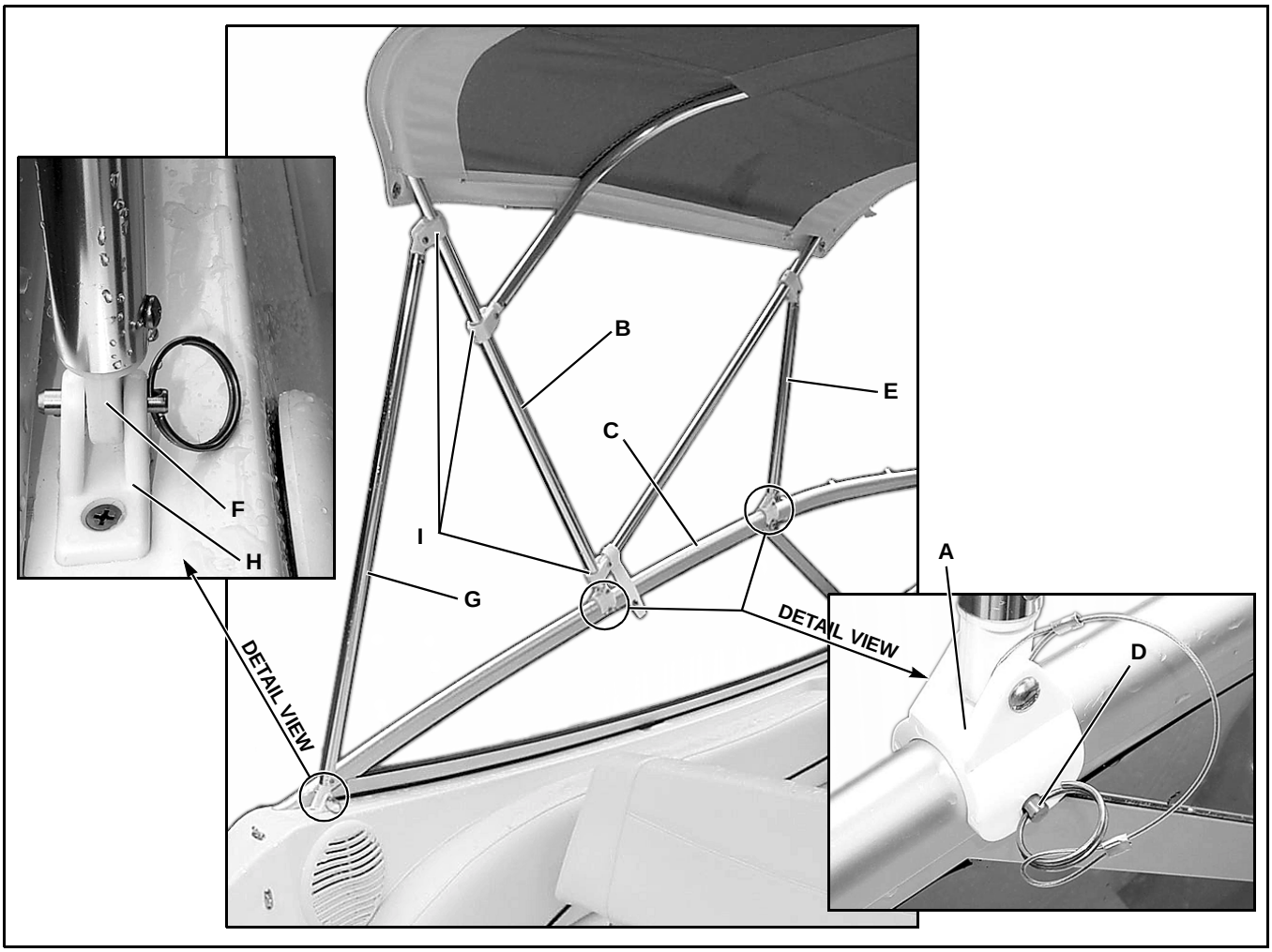


Warning Label Locations

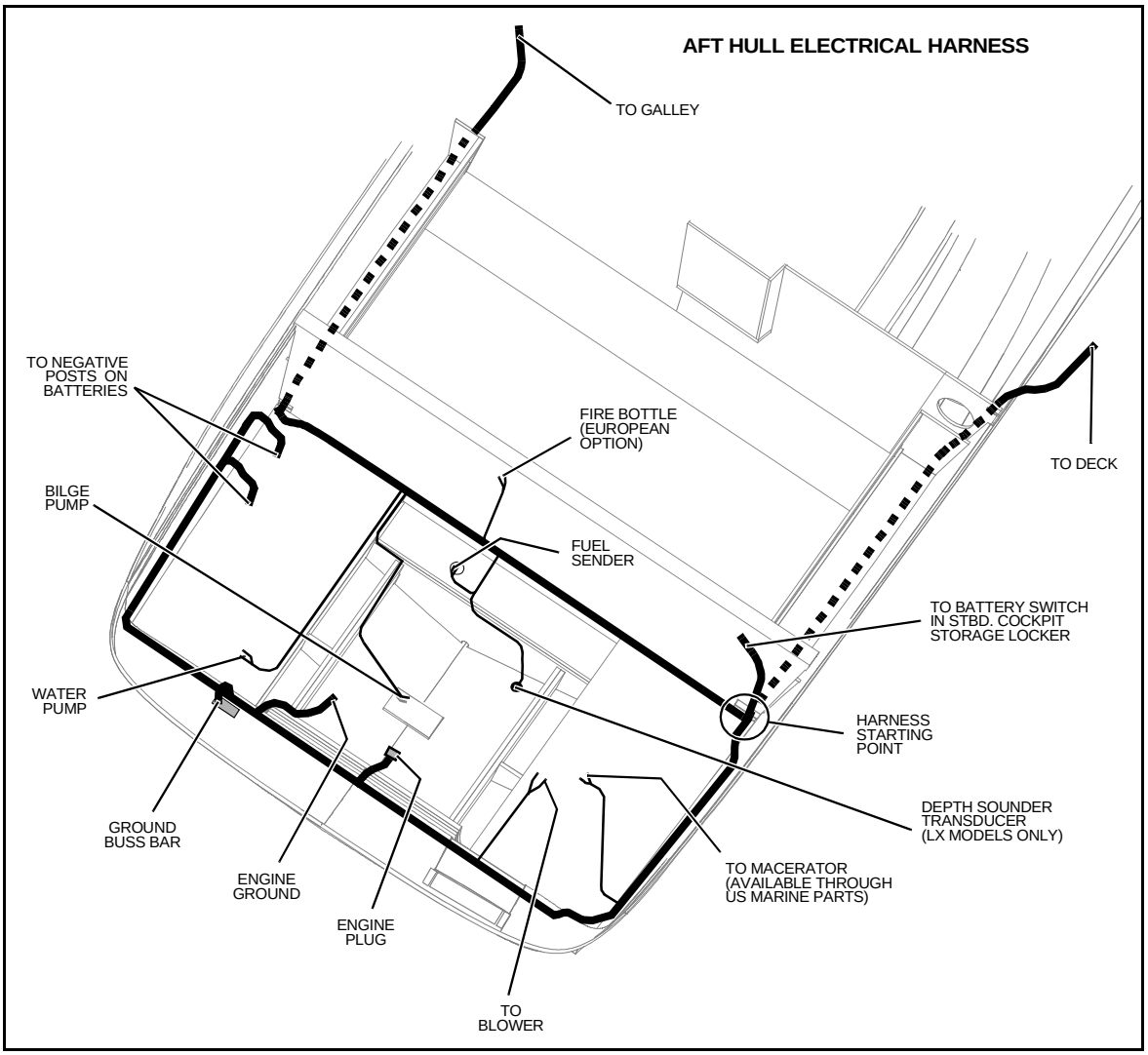

OIL DISCHARGE LABEL (ON UNDERSIDE OF HATCH)
FOREDECK WARNING
EMERGENCY SHUT DOWN LANYARD
QUALIFIED OPERATOR, READ OWNER'S MANUAL, BOAT STABILITY AND HANDLING
OPERATE BLOWER BEFORE STARTING
FOREDECK WARNING
CARBON MONOXIDE WARNING
FUEL FILL & FUELING WARNING
POTABLE WATER LABEL
BOARDING WARNING

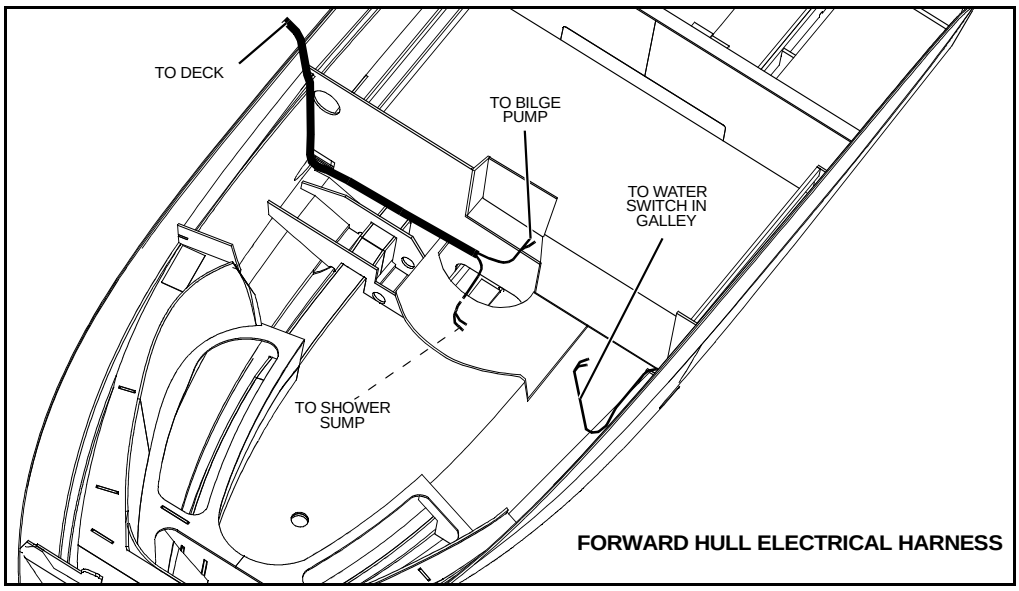
Canvas Top Installation

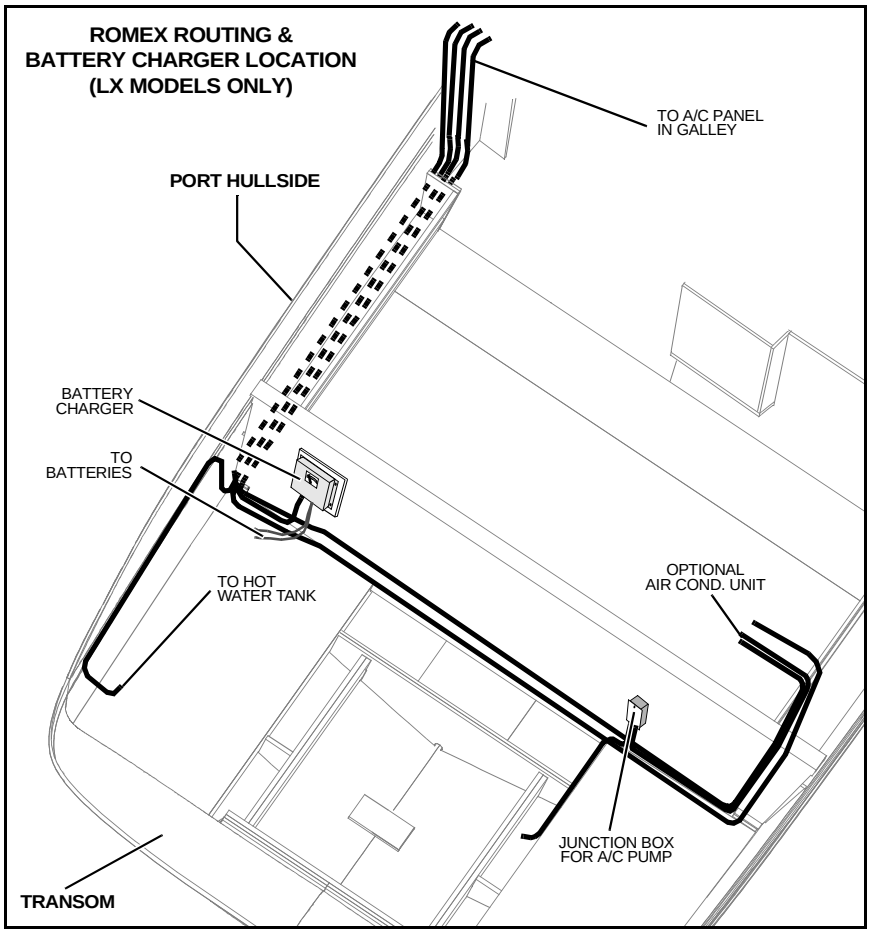
1. Slide the swivel ends (A) of the main bow (B) over the side windshield frames (C) and insert the pins (D).
2. Unfold canvas top and slide the swivel ends of the forward legs (E) over the windshield frame and insert the pins.
3. Slide the eye ends (F) of the aft legs (G) into the deck hinges (H) and insert the pins.
4. No adjustments to the bow jaw slides (I) should need to be made as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.

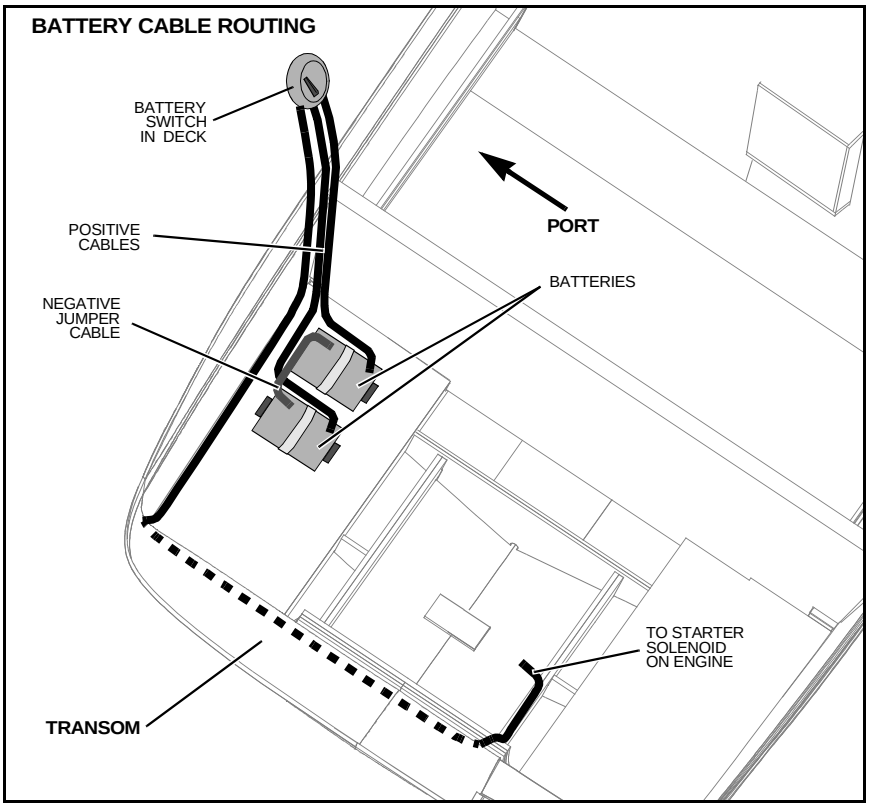


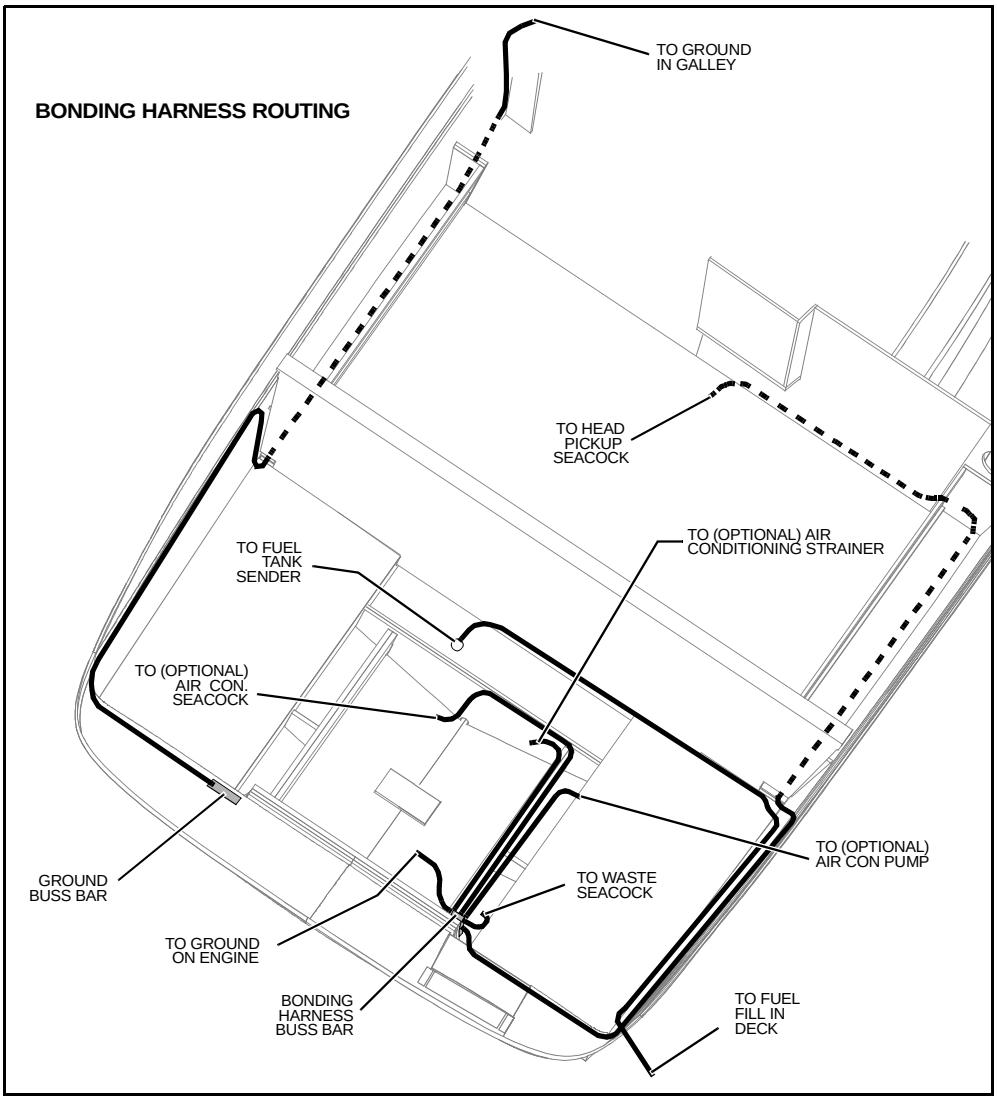
Chapter 3: Electrical Routings






ROMEX ROUTING &
BATTERY CHARGER LOCATION
(LX MODELS ONLY)
TO A/C PANEL
IN GALLEY
PORT HULLSIDE
BATTERY
CHARGER
TO
BATTERIES
TO HOT
WATER TANK
OPTIONAL
AIR COND. UNIT
JUNCTION BOX
FOR A/C PUMP
TRANSOM


BATTERY CABLE ROUTING
BATTERY
SWITCH
IN DECK
PORT
POSITIVE
CABLES
BATTERIES
NEGATIVE
JUMPER
CABLE
TO STARTER
SOLENOID
ON ENGINE
TRANSOM

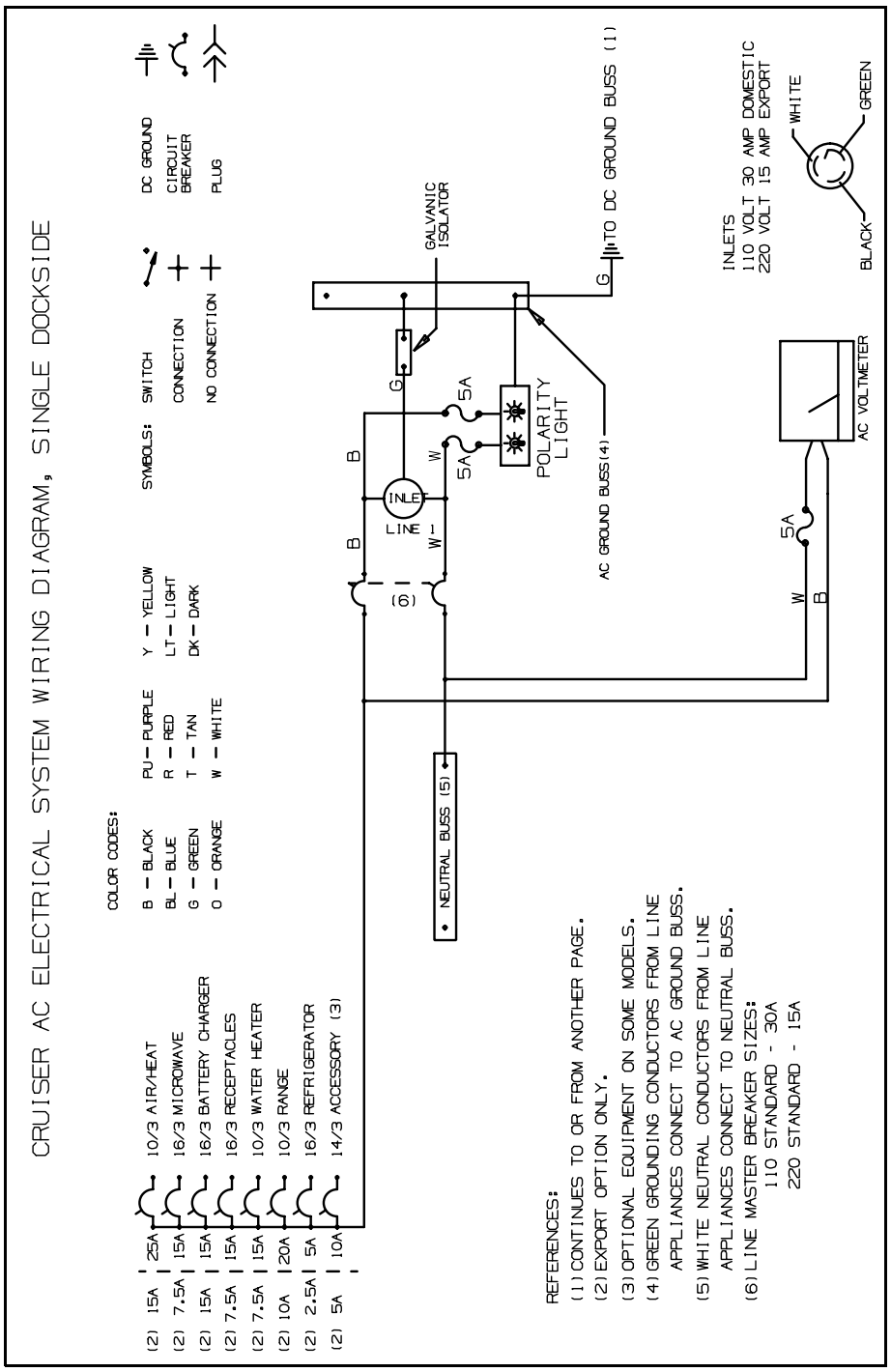

BONDING HARNESS ROUTING
TO GROUND IN GALLEY
TO HEAD PICKUP SEACOCK
TO (OPTIONAL) AIR CONDITIONING STRAINER
TO FUEL TANK SENDER
TO (OPTIONAL) AIR CON. SEACOCK
GROUND BUSS BAR
TO (OPTIONAL) AIR CON PUMP
TO WASTE SEACOCK
TO GROUND ON ENGINE
BONDING HARNESS BUSS BAR
TO FUEL FILL IN DECK

Chapter 4: Wiring Schematics

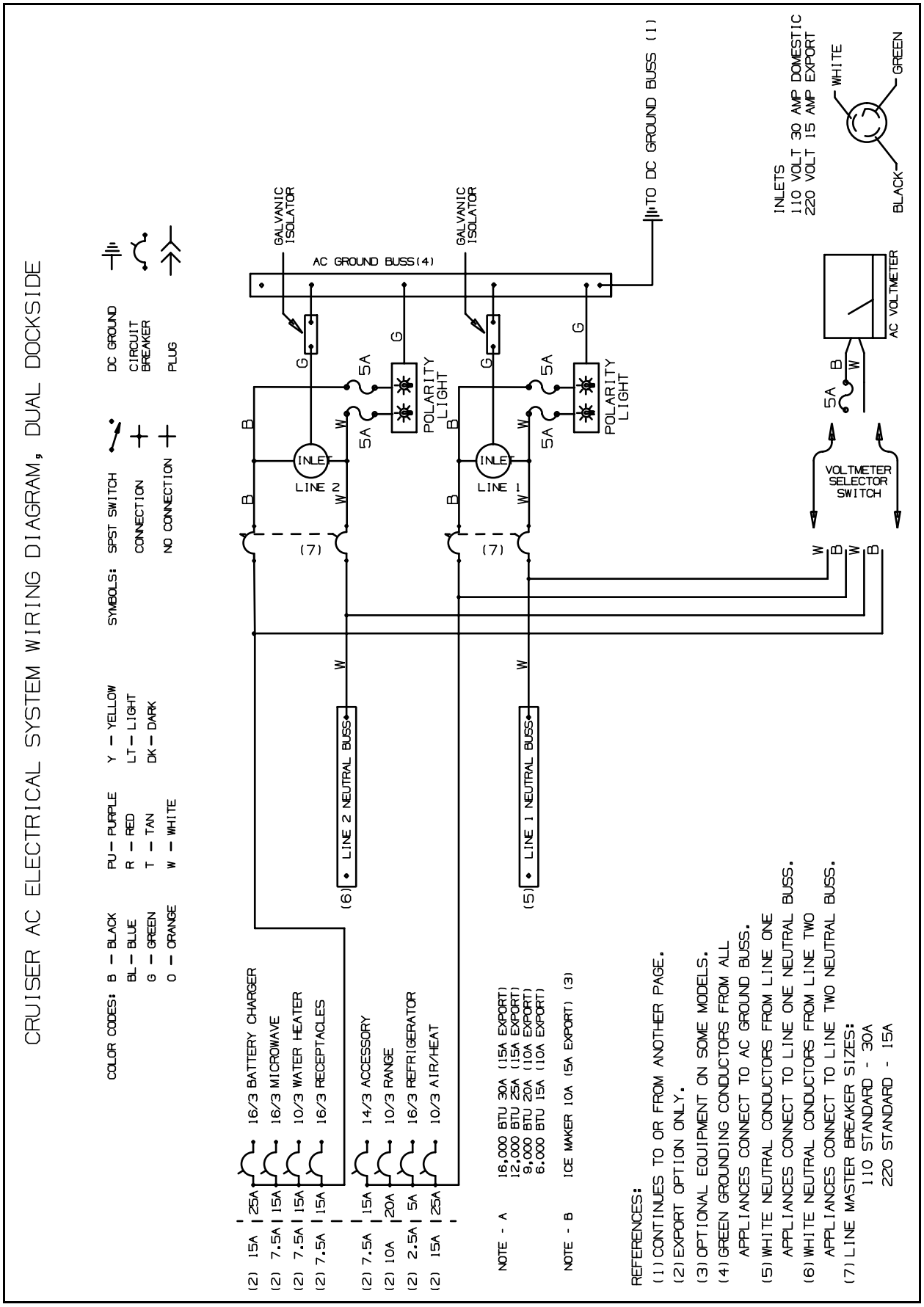
NOTICE

- **Wiring diagrams show optional equipment not installed on all models.**
- **Some boats may come equipped with silver (-) and copper (+) colored speaker wires or red/black (-) and red/white (+) port speaker wire colors; green/black (-) and green/white (+) starboard speaker wire colors.**

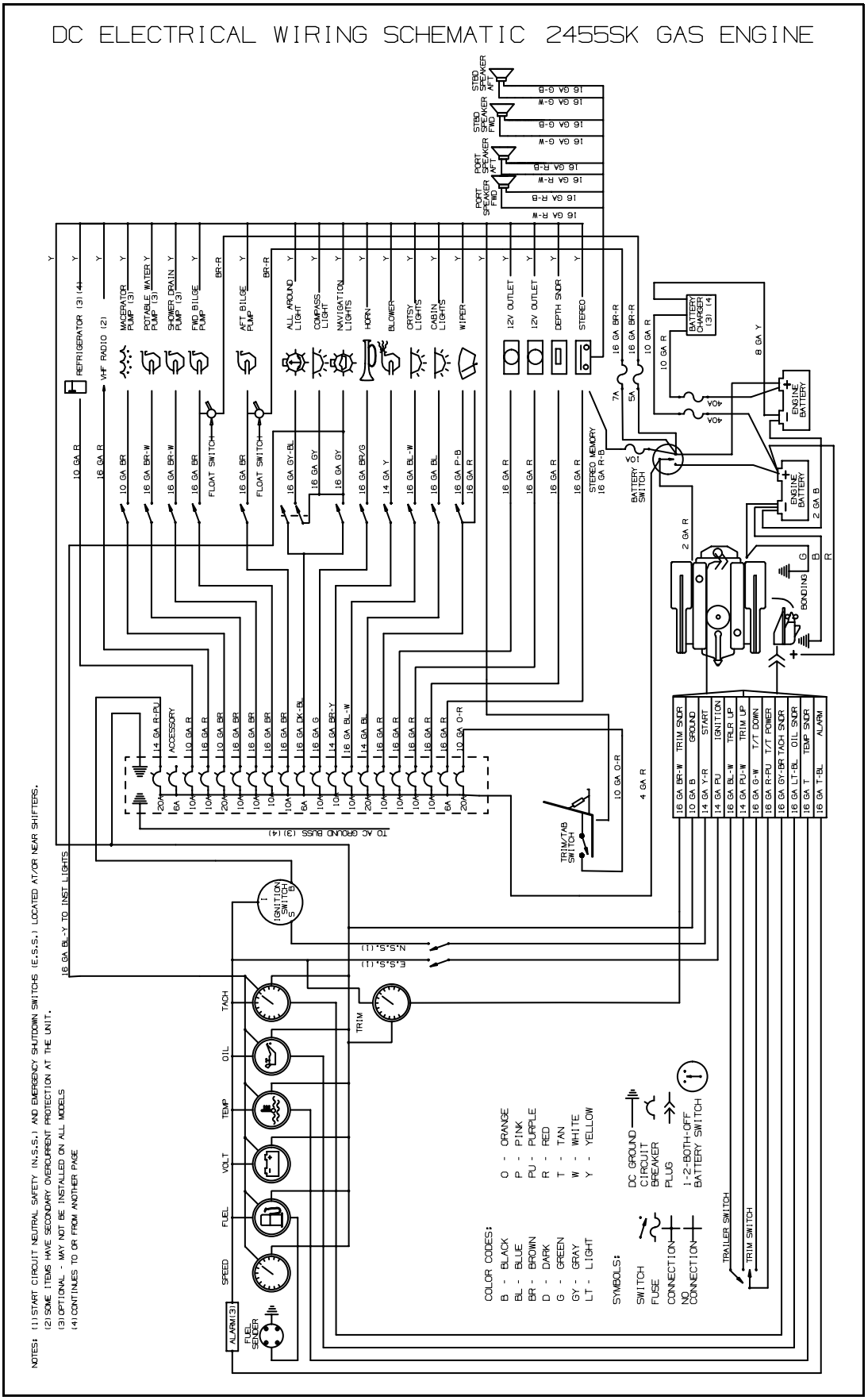
Single Dockside



Dual Dockside


CRUISER AC ELECTRICAL SYSTEM WIRING DIAGRAM, DUAL DOCKSIDE
COLOR CODES: B – BLACK PU – PURPLE Y – YELLOW
BL – BLUE R – RED LT – LIGHT
G – GREEN T – TAN DK – DARK
O – ORANGE W – WHITE
SYMBOLS: SPST SWITCH CONNECTION NO CONNECTION
DC GROUND CIRCUIT BREAKER PLUG
GALVANIC ISOLATOR
AC GROUND BUSS(4)
TO DC GROUND BUSS (1)
INLETS
110 VOLT 30 AMP DOMESTIC
220 VOLT 15 AMP EXPORT
WHITE
GREEN
BLACK
INLET
LINE 2
LINE 1
POLARITY LIGHT
5A
VOLTMETER SELECTOR SWITCH
AC VOLTMETER
(2) 15A 25A 16/3 BATTERY CHARGER
(2) 7.5A 15A 16/3 MICROWAVE
(2) 7.5A 15A 10/3 WATER HEATER
(2) 7.5A 15A 16/3 RECEPTACLES
(2) 7.5A 15A 14/3 ACCESSORY
(2) 10A 20A 10/3 RANGE
(2) 2.5A 5A 16/3 REFRIGERATOR
(2) 15A 25A 10/3 AIR/HEAT
(6) LINE 2 NEUTRAL BUSS
(5) LINE 1 NEUTRAL BUSS
(7)
NOTE - A 16,000 BTU 30A (15A EXPORT)
12,000 BTU 25A (15A EXPORT)
9,000 BTU 20A (10A EXPORT)
6,000 BTU 15A (10A EXPORT)
NOTE - B ICE MAKER 10A (5A EXPORT) (3)
REFERENCES:
(1) CONTINUES TO OR FROM ANOTHER PAGE.
(2) EXPORT OPTION ONLY.
(3) OPTIONAL EQUIPMENT ON SOME MODELS.
(4) GREEN GROUNDING CONDUCTORS FROM ALL APPLIANCES CONNECT TO AC GROUND BUSS.
(5) WHITE NEUTRAL CONDUCTORS FROM LINE ONE APPLIANCES CONNECT TO LINE ONE NEUTRAL BUSS.
(6) WHITE NEUTRAL CONDUCTORS FROM LINE TWO APPLIANCES CONNECT TO LINE TWO NEUTRAL BUSS.
(7) LINE MASTER BREAKER SIZES:
110 STANDARD - 30A
220 STANDARD - 15A

Engine Electrical System



Limited Warranty

Bayliner warrants to the original purchasers of its 2000 and 2001 model boats, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within five (5) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This limited warranty does not apply to:

1. Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties;
2. Engines, parts or accessories not installed by Bayliner;
3. Plexiglass windscreen breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat;
7. Any Bayliner boat used for commercial purposes;
8. Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
2. Neither Bayliner nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation
PO Box 9029
Everett, WA 98206

Phone: 360-435-8957
FAX: 360-403-4235

Owner’s Notes

Owner’s Notes

Part Number 1693373

A Brunswick Company

Bayliner • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571